

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4394. 號一卅月七年七十七百八千一英 HONGKONG, TUESDAY, JULY 31, 1877. 日一廿月六年丑丁 PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane,  
Lombard Street. GEORGE STREET, 30,  
Cornhill. GORDON & GOSCH, Ludgate  
Circle, E.C. BATES, HENDY & CO.,  
4, Old Jewry, E.C. SAMUEL DRACON &  
Co., 160 & 162, Leadenhall Street.

NEW YORK:—ANDREW WIND, 123, Nassau  
Street.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND:—GORDON & GOSCH, Mel-  
bourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS  
generally:—BLAN & BLACK, San Fran-  
cisco.

CHINA:—SWANSON, QUINN & CAMPBELL,  
Amoy, WILSON, NICHOLLS & CO.,  
Fookien, HENDERSON & CO., Shanghai,  
LAW, CHATFIELD & CO., and KELLY  
& WALSH, Manila, C. HENDERSON & CO.,  
Macao, L. A. DA SILVA.

## BANKS.

HONGKONG & SHANGHAI BANK-  
ING CORPORATION.

Paid-up Capital, \$5,000,000 Dollars.  
Reserve Fund, \$500,000 Dollars.

## COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.  
Deputy Chairman—F. D. BARROON, Esq.  
W. B. BELLICO, Esq. WILHELM REINERS,  
Esq. W. B. FORBES, Esq. Ed. TOBIN, Esq.  
A. MOLLER, Esq.

## CHIEF MANAGERS.

Hongkong, . . . THOMAS JACKSON, Esq.  
Manager.  
Shanghai, . . . EDWIN CAMERON, Esq.  
LONDON BANKERS.—London and County  
Bank.

## HONGKONG.

### INTEREST ALLOWED.

ON Current Deposit Accounts at the rate  
of 1 per cent. per annum on the daily  
balance.

On Fixed Deposits:—  
For 3 months, 2 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.  
Drafts, granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

## T. JACKSON,

### Chief Manager.

Office of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.

CAPITAL, \$2,000,000.  
RESERVE FUND, \$110,000.

## BANKERS.

THE BANK OF ENGLAND.  
THE CITY BANK.  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONG-  
KONG grants Drafts on London and  
the Chief Commercial places in Europe and  
the East; buys and receives for collection  
Bills of Exchange; and conducts all kinds  
of Banking and Exchange Business.

Local Bills discounted, and interest  
allowed on Current Accounts and on De-  
posits for fixed periods on terms which may  
be ascertained on application.

## Intimations.

HONGKONG, CANTON, AND MACAO  
STEAMBOAT COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3 %  
or \$2.25 per SHARE, Declared at the  
Ordinary Half-yearly Meeting of Share-  
holders held this Day, will be Payable at  
the HONGKONG & SHANGHAI BANKING  
CORPORATION on and after FRIDAY, the  
27th Instant.

Shareholders are requested to apply at  
the Office of the Company for Warrants.

By Order of the Board of Directors,  
P. A. DA COSTA,  
Secretary.

Hongkong, July 25, 1877.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR  
1876.

SHAREHOLDERS in the above Office  
are requested to furnish the Under-  
signed with a List of their Contributions  
for the Year ending 31st December, 1876,  
in order that the distribution of the Net  
Profits reserved for Contributors may be  
arranged. Returns not rendered prior to  
the 31st August next, will be adjusted by  
the Office, and no Claims or Alterations will  
be subsequently admitted.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, May 1, 1877.

## DEVORE'S BRILLIANT OIL.

RELIABLE.  
ECONOMICAL,  
SAFE!!

DESIRING to benefit by the world-  
wide reputation of our Oil, certain  
parties have attempted to imitate our pack-  
ages. Suits at law have been instituted  
against the MAKERS AND PURCHASERS of  
these imitations. Buyers should be careful  
to see that the words "DEVORE'S BRIL-  
LIANT" are stencilled on the cases, and the  
words, "DEVORE MFG CO. PATENTS" are  
stamped on the top of the can.

THE DEVORE MANUFACTURING CO.,  
80 Beaver and 127 Pearl Streets,  
NEW YORK, U. S. A.

W. BALL,  
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,  
DRUGGISTS' Sundries, TOILET  
REQUISITES, PATENT MEDI-  
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,  
and Prompt Attention.

PRAJA WEST, HONGKONG,  
Near the Canton Steamer's Wharf.  
Hongkong, July 13, 1876.

AH YON,  
SHIPS' COMPRADORE AND  
STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF  
COAL, WATER, BALLAST, FRESH  
PROVISIONS & OILMAN'S  
STORES.

Of the best quality and at the shortest notice.  
Hongkong, May 1, 1876.

THE UNION MARINE INSURANCE  
COMPANY, LIMITED.

THE Undersigned having been Appoint-  
ed AGENTS of the above Company  
at HONGKONG and FOOSHOW, are  
prepared to accept Risks and Issue Policies  
by any First-Class Steamers, at current  
rates, Payable either here, in LONDON, in  
LIVERPOOL, or at the principal Ports of  
India and the East.

BIRLEY & Co.,  
Agents.

Hongkong, May 21, 1877.

NOTICE.  
MRS. G. B. FALCONER, Widow and  
Administratrix of the late G. B.  
FALCONER (sole and only Partner of the  
Firm of GEORGE FALCONER & Co., Watch  
Manufacturers, Jewellers, &c., &c., Hong-  
kong), and Mr. MATTHEW FALCONER,  
Brother of the Deceased, beg respectfully  
to intimate that they have agreed to CON-  
TINUE the BUSINESS so long carried on  
by the late Mr. FALCONER.

In making this announcement, they have  
pleasure in stating that they have made  
such arrangements that the efficiency and  
high reputation formerly enjoyed by the  
Firm, will be maintained in its entirety in  
all its branches.

The Stock, as hitherto, will consist of  
EVERY ARTICLE of the Best Quality and  
Workmanship, and they hope to be favour-  
ed with a continuance of that patronage  
which was so liberally extended to the late  
Mr. FALCONER, and, in soliciting such, no  
efforts will be wanting to inspire that con-  
fidence on the part of their Customers  
which was so marked a feature in the  
Business as formerly conducted.

The Business will be carried on in the old  
Premises under the same Name and Style  
as hitherto, viz.,  
GEORGE FALCONER & Co.

Hongkong, July 2, 1877.

PIANO TUNING, REPAIRING, &c.

LADIES and GENTLEMEN Desirous of  
having their PIANOS REPAIRED  
by the Undersigned, will please oblige with  
early orders, as he is about to Return to  
SHANGHAI.

Orders may be left with Messrs. LAKE,  
CRAWFORD & Co., or Messrs. GAUFF & Co.

A. HAHN,  
Hongkong, July 10, 1877.

KWONG-HING CHEUNG & Co.,  
COAL MERCHANTS.

Have always on hand for Sale every  
description of COAL at Moderate Prices.

Mr. ANYON has been appointed Manager,  
and all Orders addressed to him at 57,  
Praya, or to Mr. FAT JAK, at 30, King  
Lung Street, will receive immediate atten-  
tion.

Hongkong, March 19, 1877.

## Intimations.

DENTAL NOTICE.  
ON and after the 28th of May, Dr.  
STOUT'S Consulting and Operating  
ROOMS will be on the Ground Floor of  
the HOTEL DE L'UNIVERS.

Hongkong, May 25, 1877.

DENTAL NOTICE.  
Dr. ROGERS has Returned to Hong-  
kong, and will be ready to Receive  
Patients on MONDAY, June 25th.

Office, No. 7, Arbuthnot Road.  
Hongkong, June 20, 1877.

## Notices of Firms.

NOTICE.  
MR. F. O. DITTMER is authorized to  
Sign our Firm per Procurator.

SANDER & Co.  
Hongkong, June 23, 1877.

NOTICE.  
FROM This Date Mr. EDWARD SHEPHERD  
and Mr. M. W. GAST, are author-  
ized to Sign the name of our Firm per  
Procurator at Fookien, and Mr. F. F.  
Elliott at Amoy.

RUSSELL & Co.  
China, June 1, 1877.

NOTICE.  
MR. EDWARD BURNES will Conduct the  
Business of my Office, during my  
Temporary Absence from the Colony.

R. H. CAIRNS,  
Surveyor to Local Offices,  
and Lloyd's Register of Shipping,  
2, Club Chambers,  
Hongkong, March 17, 1877.

NOTICE.  
BY Mutual Consent, the Firm of  
F. FREERKS, RODATZ & Co. has been  
DISSOLVED on this Day.

R. FREERKS,  
G. O. F. RODATZ.

Hongkong, June 30, 1877.

THE Undersigned, Establishing them-  
selves This Day as SHIPHAND-  
LERS and GENERAL STOREKEEPERS  
under the Style and Firm of RODATZ & Co.,  
have taken over the Business of the late  
Firm of FREERKS, RODATZ & Co.

G. O. F. RODATZ,  
O. KOCH.

Hongkong, July 2, 1877.

NOTICE.  
THE Undersigned has been Appointed  
AGENT at this Port for THE POSI-  
TIVE GOVERNMENT SECURITY LIFE ASSUR-  
ANCE COMPANY (LIMITED).

W. H. NOTLEY.  
Hongkong, June 6, 1877.

For Sale.

FOR SALE.

TO CONTRACTORS, HOUSE-  
BUILDERS, SHIP-BUILDERS, AND  
CARPENTERS.

LANE, CRAWFORD & Co. have Re-  
ceived a Shipment of  
FIRST-CLASS MANILA HARDWOOD,  
of Different Kinds, and of the Very Best  
Quality, Suitable for HOUSE BUILDING,  
SHIP BUILDING, and for all kinds of  
Work requiring Timber of the most durable  
nature.

— ALSO —  
A Good Assortment of Logs and Planks  
of TEAK WOOD of the most Superior  
Quality.

LANE, CRAWFORD & Co.  
Hongkong, July 13, 1877.

FOR SALE.

A SMALL Twin Screw STEAM  
LAUNCH, 35 Feet Long, Built by  
FORREST of LONDON. For further par-  
ticulars apply to Captain CLARK, on Board  
British Barque Nimrod.

Hongkong, July 30, 1877.

FOR SALE.

CUTLER, PALMER & Co.'s  
Celebrated  
Brands of WINES and SPIRITS.

Apply to  
SIEMSEN & Co.  
Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Part I,  
A to K, with Introduction. Royal 8vo.,  
pp. 202.—By ERNEST JOHN EYRE, Ph.D.  
Tübingen.

Price: Two DOLLARS and a HALF.  
To be had from Messrs. LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs.  
KELLY & WALSH, Shanghai.

Hongkong, February 6, 1877.

## Shipping.

FOR YOKOHAMA, HIGO AND  
NAGASAKI.

The Steamship  
"ATHOL,"  
Capt. THOMSON, will leave  
as above on WEDNESDAY,  
the 1st Proximo, at Noon.

For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, July 25, 1877.

FOR SINGAPORE AND PENANG.

The Steamship  
"SPARLAN,"  
Capt. COOPER, will be de-  
parted as above on WED-  
NESDAY, the 1st Proximo, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, July 30, 1877.

FOR SWATOW, AMOY & FOOSHOW.

The Steamship  
"DOUGLAS,"  
Capt. PRINCE, will be de-  
parted for the above Ports  
on THURSDAY, the 2nd August, at Noon.

For Freight or Passage, apply to  
DOUGLAS LA PRAT & Co.  
Agents.

Hongkong, July 30, 1877.

STEAM TO  
SINGAPORE AND BOMBAY.

The P. & O. S. N. Co.'s S.S.  
"ADRIA,"  
will leave for the above place  
with quick despatch.

ADAM LIND,  
Superintendent.

Hongkong, July 27, 1877.

FOR SYDNEY & MELBOURNE.

The Steamship  
"OCEAN,"  
due immediately from Foo-  
chow, will receive prompt  
despatch as above.

For First-class Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, July 27, 1877.

Sailing Vessels.

FOR NEW YORK.

The 41 British Ship  
"HANNAH LAW,"  
ROBERT GRIGG, Master, will  
load here, and will have quick  
despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, June 23, 1877.

FOR LONDON.

The 41 British Barque  
"GEO. CROSHAFF,"  
Geo. LIVING, Master, will have  
early despatch as above.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, July 28, 1877.

FOR LONDON.

The 41 British Barque  
"ROBERT HENDERSON,"  
GUNS, Master, will load for  
the above Port, and will have  
quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, June 11, 1877.

FOR HAMBURG.

The 41 British Barque  
"LORD MACAULAY,"  
Capt. MONROE, will load for  
the above Port, and will have  
quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, July 20, 1877.

FOR SAN FRANCISCO.

The 41 British Barque  
"VICTORIA,"  
W. D. THOMAS, Master, will  
load here for the above Port,  
and will have immediate despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, July 25, 1877.

FOR SAN FRANCISCO.

The 41 British Clipper Ship  
"GRYFF,"  
T. ROBERTS, Master, will load  
here for the above Port, and will  
have quick despatch.

For Freight, apply to  
VOGEL, HAGEDORN & Co.  
Hongkong, June 2, 1877.

## Shipping.

Sailing Vessels.

FOR MELBOURNE & SYDNEY.

The 41 British Barque  
"CALDEW,"  
Capt. W. PETERSON, having  
the greater portion of her Cargo  
engaged, will have quick despatch as  
above.

For Freight, apply to  
ROZARIO & Co.  
Hongkong, July 27, 1877.

FOR LONDON.

The 100 41 German Ship  
"POLYNEZIA,"  
SOUWATER, Master, will load  
here and have quick despatch.

For Freight, apply to  
MEYER & Co.  
Hongkong, July 11, 1877.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BRITISH BARK PENSHEW,  
FROM ANTWERP.

CONSIGNEES of Cargo by above-  
named Vessel are requested to send  
in their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, July 25, 1877.

FROM LONDON, PENANG AND  
SINGAPORE.

THE S. S. Athol having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods are  
being landed at their risk and stored by the  
Undersigned in their Godowns, whence  
and/or from the Wharf or Boats delivery  
may be obtained.

Optional Cargo will be forwarded to  
Yokohama, unless notice to the contrary is  
given before Noon To-morrow.

3rd Proximo will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, July 27, 1877.

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. MALWA AND  
HINDOSTAN.

CONSIGNEES of Cargo by the above-  
named Vessels, from London, Bombay  
and Intermediate Ports, and in connection  
with the Steamer DECCAN from Cal-  
cutta, are hereby notified that their Goods  
are being landed and stored at their risk in  
the Company's Godowns, at West Point,  
whence delivery can be obtained from this  
date.

Goods not delivered by the 4th August  
will be subject to rent.

ADAM LIND,  
Superintendent.

Hongkong, July 28, 1877.

DANISH SHIP DORIS BRODERSEN,  
FROM SAIGON.

CONSIGNEES of Cargo by the above-  
named Vessel are requested to send  
in their Bills of Lading to the Undersigned  
for countersignature, and to take imme-  
diate delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MELOHERS & Co.,  
Agents.

Hongkong, July 21, 1877.

NOTICE TO CONSIGNEES.

S. S. EMERALDA, FROM  
MANILA.

CONSIGNEES of Cargo per above  
Steamer are hereby informed that  
their Goods have been landed and stored  
at their risk in the Godowns of the Undersigned.

No Fire Insurance has been effected.

A. MACG. HEATON,  
Agent.

Hongkong, July 30, 1877.

COMPAGNIE DES MESSEGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.  
H. DU POUEY,  
Agent.

Ex "Djemnah."  
N. B.: 100 bags Stores, from Madras.  
K. Y. 27 pigs, Molluscs, from Saigon.  
&c., &c. For Freight, apply to  
HONGKONG, July 20, 1877.

## Mails.

COMPAGNIE DES MESSEGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE, ADEN, SUEZ,  
ISMAILA, PORT SAID, NAPLES,  
AND MARSEILLES.

ALSO,  
BOMBAY, MAHE, ST. DENIS, AND  
PORT LOUIS.

ON SATURDAY, the 4th August,  
1877, at Noon, the Company's  
S. S. PEITHO, Commandant LECOMTE,  
with MALES, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Species will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Cargo will be received on board until  
4 p.m., Species and Parcels until 3 p.m.  
on the 3rd August, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

H. DU POUEY,  
Agent.

Hongkong, July 24, 1877.

PACIFIC MAIL S. S. COMPANY.







is fixed by the Memorandum of Association. I move the resolution.  
Mr. LIND seconded the motion.  
Mr. DEACON: I ask you (the Directors) in the first place, in taking these powers, into what smaller denomination do you propose to divide the shares?

The CHAIRMAN: That will be seen at the next meeting of the Company when the matter comes forward. There is no secret about it, however; what we propose doing is to divide the shares each into three. Then instead of having one share of \$5,000 liability and \$1,500 paid up, each share will be far \$1,666.66, with an amount of \$500 paid up. Any objection or modification to that will of course come in proposing it.

Mr. DEACON: I will state what my objection is. My objection is that while the Company is doing well, I cannot see the advisability of any alteration.

The CHAIRMAN: We have considered that matter, and we have the sanction of the Board.

Mr. DEACON: You have considered it, still that is my opinion. The Company is doing well, and I think it is a pity to make any alteration while this is so. I fall to see where the good of the proposed change lies. If you think it will increase the premium received, last year we did very well and you cannot expect much improvement on it.

The CHAIRMAN: We do.  
Mr. DEACON: I don't think you will get it. I fancy also it will cause the shares to knock about in the stock exchange here, which is never good for an insurance Company.

The CHAIRMAN: We can regulate that to some extent.  
Mr. LIND seconded the motion, which was carried.

The proceedings then terminated.

## SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Lordship the Chief Justice, Sir JOHN SMITH.)

July 31, 1877.

Regina v. Amico and another.  
WILLIAM MURDER, &c.

Amico Giacomo, an Italian, and Joseph Pachon, an Austrian, were indicted on two counts of homicide, one charging them with wilful murder, and the other with manslaughter, in the death of a Chinaman named Manoel Hae, on the 14th June last. The prisoners pleaded not guilty.

Mr. J. J. Francis, instructed by Mr. H. L. Denys, defended the prisoners, and the Attorney-General, the Hon. G. Phillips, instructed by Mr. Sharp, the Crown Solicitor, prosecuted.

The following Special Jury was empanelled:—Messrs D. Gillies, A. T. Manger, H. Hopkins, J. A. dos Remedios, B. E. Bannoon, H. C. Erdmann and O. E. Thompson. Captain D. Moss was sworn in as interpreter for the prisoners in two dialects of Italian.

The Attorney General said the prisoners, as the Jury had heard, were indicted on two counts for murder and manslaughter. It was quite competent to them to return a verdict of manslaughter if they should find that the prisoners were not guilty of the more serious crime of murder, even if there was only one indictment for murder alone. But the fact that the two counts were put in was for the purpose of bringing it more before their mind. With regard to the evidence the witnesses were mostly Europeans, and there was some difficulty in getting interpreters; but in the present case, this difficulty had been obviated. He asked the Jury to dismiss from their minds what they had heard in connection with this matter and to confine themselves to the evidence that would be brought before them alone, evincing their undivided attention to the same. The facts as elicited from the depositions were, it appeared, that the deceased was lodging in a boarding house kept by a man named Beltrao, having been discharged from a ship, while the prisoners, discharged from the *Jan D. Peters*, lodged in the same house also. The Attorney General then proceeded to narrate the facts, which were the same as those we published from the evidence given before the Coroner. There was a concertina which used to belong to a man named Constantine Achiney, and on the evening of the 14th June the deceased and the prisoners and others went out for a walk to a house kept by a woman, where they had the concertina with them. They next went to a washerman's; and then they had the concertina with them also. Three men were next seen in Aberdeen Street by Mr. McEldin, and as they looked suspicious, Mr. McEldin went quickly to his house and shut the door. Two young ladies, Misses Pereira, also noticed three men in the street, one of whom had a concertina, but the ladies did not see them sufficiently to identify them. Miss Dos Remedios saw three men with a concertina also, but she too did not see their faces. A Policeman returning from duty at a theatre met two men walking, and one of them had a concertina. After narrating further facts, the Attorney General said it was for the Jury to say whether there was not a chain of evidence against the prisoners, and if so, it would be their duty to return a verdict of murder, or of manslaughter, if not of the more serious charge. On the other hand, if they were satisfied that the prisoners were not guilty, or even if they believed there was only a possibility of their being guilty, their duty would be to return a verdict of not guilty. Again, if they came to the conclusion that the evidence would not support a verdict of murder, it was open to them to find the prisoners guilty of manslaughter. He then put in a plan of the whole locality.

Evidence was then called.  
Mr. George King, an employé at the Surveyor General's Department, was called to prove the plan he made of the whole locality.

Mr. Francis thought it would be advisable that the Jury should see the locality for themselves, and he would ask that they should see it after dark, for the view in broad daylight there was totally different to a view after dark.

His Lordship said they would have the pleasure of seeing the place.  
Ignacio Beltrao, a boarding house keeper was called. His evidence was the same as before, and he was not cross-examined.

Richard Rolins, runner to the last witness, was called, and his evidence, as before, referred to the shutting up of the boarding-house.

Frederick Bent and Constantine Achiney were examined. The latter was cross-examined longer than any of the previous witnesses, but nothing new was elicited.

John Harvey or Joseph Francois, a native of Bourbon, and at present a prisoner in Gaol for larceny, was called.  
Francis Wang, the Chinese woman in whose house the season got all their drinks that night, was called. She was briefly cross-examined and nothing new was brought out.

Yu Ayong, a washerman at Bridges Street, was next called. His evidence was the same as before.

Solomon Ramon, a Manila seaman, living next door to the last witness was examined. At this stage the case was adjourned till 10 a.m. to-morrow, the 1st, and there are yet something like fourteen witnesses to be examined for the prosecution.

The Jurors are to meet this evening at 9.30 o'clock at the corner of Aberdeen Street and Gough Street, in order to inspect the locality.

## IN SUMMARY JURISDICTION.

(Before His Hon. Mr. Justice Snowdon.)

HANSEN V. BELL AND ANOTHER.

His Honor delivered the following judgment:—

The plaintiff was the captain of the ship *Rosina* now in the possession of the Marshal of the Vice-Admiralty Court under execution, and the defendants are agents of a Mr. Freil of Melbourne, Australia, the bottomry bondholder at whose suit the ship has been seized. The items in the particulars of demand amount to \$1,19,950. This is reduced to \$942.50 by the plaintiff's debiting himself with \$150 received from Messrs. Arnold, Karberg & Co., and \$100 on account of freight, and \$60 from the defendant. These sums have been applied to the satisfaction of the six first items in the particulars, leaving a sum of \$942.50 in dispute. Finally the claim was reduced to \$957.11, the plaintiff's advocate having abandoned items, such as wages paid to the crew in Hongkong harbour before their discharge, pilotage, fresh water, telegrams to the owners the plaintiff's employees, medical attendance, tug boat, etc., leaving only four items, viz. Plaintiff's wages, \$456.66; wages of cook, \$114; boat hire, \$111.75; and comprodor, \$176; total, \$857.41.

To support this claim the plaintiff tried to set up an engagement by Mr. Williams, the manager here for the defendants of the *Rosina* plaintiff's services as captain of the vessel on March 15th by the Marshal, to be on the 26th of July. The cook's wages, the boat hire, and the comprodor's account are all consequential on this engagement, and depend upon it. Satisfied with the security of his own position as captain, the plaintiff engaged a cook at \$20 a month after a most vague conversation with Mr. Williams, kept a boat at 75 cents a day, and ran up a comprodor's bill to the amount of \$176. The latter items stand or fall with plaintiff's engagement as captain, because excepting as regards the vague conversation about the cook there is no proof that Mr. Williams sanctioned the expenditure. The plaintiff states that Mr. Williams met him at the U.S. Consulate between the 8th and 10th of March and said, "He did not want to sell the ship, and that he wanted me to remain on board as master, and take her down to Melbourne. I said, having been assured it would not affect my American citizenship, 'Then I will remain on board.' I think I said 'for a short time.' I told him I wanted to go home to settle with my business." On this very indefinite conversation nothing more said, supported by the fact that he went on board, and remained there with his wife and children; and the further facts that Mr. Williams, on plaintiff's representation, put an European on board to look after the ship, and moved the vessel to a more secure anchorage, and caused ballast to be put in, the plaintiff asks the Court to imply an engagement as captain at \$100 a month, the wages he received before, and an undertaking to pay the other items. Mr. Williams puts the case on very different grounds. He says that the captain being needy, and his claim for wages being before the Vice-Admiralty Court, he allowed him and his wife and children to remain on board and also to use some stores. The captain no doubt spoke to him about ballasting and moving the ship, and he availed himself of those suggestions and paid the expenses incurred, and put another European on board to look after the ship; but he says most positively that he never engaged the plaintiff as captain. They had some vague conversation about a cook, but Mr. Williams says he never authorised him to engage one, certainly not at \$20 a month. He denies he ever allowed the plaintiff to run up a bill at the comprodor's. He says he only authorised him to stay on board as a kindness. In this state of things the plaintiff's statement being only supported by very equivocal facts, and the defendant positively denying the plaintiff's statements, it would be impossible not to dismiss the plaintiff. But a nonsuit would not satisfy the justice of the case. The claim is, in my opinion, entirely unfounded. A man of the plaintiff's experience must know that a captain is not engaged in such a vague way. Not a word was said about the rate of wages; he assumes it was to be \$100 a month because those were his wages before the ship was seized. He knew that the ship was under the care of the Marshal of the Vice-Admiralty Court, and that the services of a captain at \$100 a month, involving a cook at \$20 a month, a boat at 75 cents a day, and a comprodor's bill, were not in any way required. There must be a verdict for the defendant and costs.

Mr. Johnson appeared for the defendants, and Mr. Denys for the plaintiff.

## China.

SHANGHAI.

(News.)

It is currently reported amongst the Chinese bankers that an export of about 24 millions of silver will be sent from Shanghai to Kansu to pay the troops, and for other contingencies. The export it is expected will commence from the 1st day of the 7th moon (8th August). This will naturally tend to ease our market of any superabundant supply, and cause both interest and exchange to advance from their present low level as compared with the latest London quotation of 4 1/2.

Apparently, the damage caused by the storm on Sunday evening (July 22) seems to have been limited to the downfall of one or two metaheds, and small portions of wall in different parts of the Settlement. No casualties are reported to foreign shipping in port, and the native boats fared better than might have been expected. Some junks broke from their moorings and several were damaged, but we have not heard of any loss of life. A party of gentlemen who

were cruising in a yacht down the river, had a narrow escape from disaster. They had cast anchor for a time, and made everything snug, but the boat dragged her anchor, and was carried helplessly towards Woosung, the danger from wind and waves being much increased by the drifting of a number of unwieldy and apparently unmanageable junks, some of which at times seemed likely to collide with and crush the yacht. After several halfhearted attempts, all danger was past, and the cruise ended happily.

Mr. M. C. Adams writes from the steamer *Dragon*, at Nagasaki on the 20th instant, as follows:—"We had a severe gale this time; I never saw such a sea between here and Shanghai before; I can tell you we had a hard time. The glass was down to 28.95, and you can think how we all felt at the time on board. The *Dragon* is a good little sea boat. The oil was the only cargo that was damaged, and we lost that overboard."

—Captain Gravett reports officially that the *Dragon* left Shanghai for Nagasaki on 16th July, at 4.45 a.m., with moderate easterly wind and hazy weather, tide last of flood.

Passed Tungsha Lightship 8 a.m., fresh N.E. wind and hazy weather, on tide, at 8 a.m., about 60 miles E.N.E. of the Saddle, wind N.E., rapidly increasing, sea getting up and becoming falling; weather of a wild and threatening appearance. Ship kept her course during the whole night, wind continuing to increase, and sea getting up to a dreadful height. On the 16th at 8 a.m., blowing a perfect hurricane, wind terrific, sea from all directions; wind beginning to haul to the northward. At 9.30 gale at its height, sea beyond description. Now wind N.W., barometer 28° 96'. At 1 p.m. weather gradually beginning to decrease and barometer to rise. At 8 o'clock wind South, barometer 28° 70', weather rapidly improving. July 18th at 6 a.m. arrived at Nagasaki. Ship received no damage.

Another forcible illustration of the unsatisfactory manner in which justice is meted out at the Mixed Court, was given yesterday (July 26th). A Chinese servant, in foreign employ, sought to recover \$80 from the Chinese Merchants' Steam Navigation Company for the loss of his box of luggage, while travelling on one of the Company's steamers from Shanghai to Ningpo. The responsibility of the Company was proved to the satisfaction of C. T. Gardener, Esq., the British Assessor, and also apparently to the satisfaction of the Chinese Magistrate, who said the defendants should pay the plaintiff \$50. Mr. Sit Ming Cook, who represented the defendants, thereupon said he should ignore the decision of the Court on the ground that the parties concerned were all Chinese. His firmness, not to say insolence, altered the readiness of the Chinese Magistrate to give judgment in favour of the plaintiff; and when Mr. Sit Ming Cook objected to such a verdict being given by the Mixed Court against the Chinese Merchants' Steam Navigation Company, the Chinese Magistrate refused to give judgment.

A correspondent has sent us a narrative of some of the effects of last Sunday night's storm at Woosung and neighbourhood. The storm reached Woosung at eight p.m., commencing with heavy rain. It rapidly increased in violence, and in front of our correspondent's house especially, but also in other parts of the creek, the junks at anchor began to feel and yield to its influence. Several of them capsize, and the unfortunate people on board were thrown into the water. The waves ran very high, and many of the occupants of the junks being women and children, their screams were heartrending to hear. Mr. Eddowes, the Station master at the Creek and Bar Stations, rendered all the help he could, as also did some other foreigners living near. One poor old woman and a child came to his house and begged shelter. They seemed nearly exhausted, but after being supplied with some hot tea, and after having rested at daybreak next morning, almost every thing in the creek and on the adjacent shores seemed to be wrecked. Junk lay one on the other, and every native house in the neighbourhood and also the waiting shed on the Railway platform, were found to be crowded with the suffering people. How many were drowned could not be ascertained. Outside the creek three junks sunk with all hands. The labourers of the neighbourhood were busy all Monday, gathering up the wreckage, securing poles and other cargo and property washed out of the wrecked junks. Another junk, laden with oil, was sunk at the bar, and hundreds of people congregated on the beach in the hope of plunder. One side of the Railway carriage shed was torn up. The storm passed over in about three-quarters of an hour, but the number of lives lost, or the amount of damage done to property ashore and in the districts bordering on this part of the river will never be known.

We hear that commercial telegrams were received here privately yesterday (July 24th) stating that Silk is unsaleable; but Tea is rather better; but these telegrams make no comment on the political situation.

We hear from good authority that the British Government seriously contemplate important changes in the institution of the Supreme Court of China and Japan. It is, we believe, proposed to amalgamate the offices of Consul and Judge.

When the steamers *Peking* and *Kiang-yuen* left their respective wharves yesterday (July 24th) morning for up the River, a large junk blocked a portion of the channel, now narrowing almost daily, between the Pootung Point and the Altan Bihl Company's Wharf, where the *Tokio Maru* was moored. The *Peking* got safely past, but the *Kiang-yuen* was less fortunate. The junk was hardly a hundred yards from the stern of the *Tokio Maru*, and was apparently running more or less astern. The *Kiang-yuen*, when nearing it, stopped, but the current was strong and carried her towards the shore. With the certainty of soon grounding if something was not done, she went ahead and attempted to pass between the *Tokio Maru* and the junk. Her paddle-box came in contact with that of the *Tokio Maru*, damaging both considerably. The *Tokio Maru* was also forced out of its position and fell into the River. The *Kiang-yuen* proceeded on her voyage without stopping for repairs, and men were soon at work remedying the mischief that had been done to the *Tokio Maru*. The junk anchoring where it did, was undoubtedly to blame, and the channel is becoming so narrow at this place that vessels should not be allowed to anchor there. A few more accidents of this kind will probably convince the authorities that something should be done without unnecessary delay to prevent further occurrences to the Pootung Point; and if the junk could be held responsible in this instance for the damage done to both steamers, it would perhaps be the means of obtaining the assistance of the Taitai in the matter.

## LONDON GOSSIP.

(Continued.)

Strange to say, His Spanish Majesty and Don Pedro never met all the last sitting of the Chamber of Deputies at Versailles, apropos to which I may as well tell you a story, premising that it has not yet been caught in print. Amongst the ladies rushing down in gny bonnets to hear Gambetta and witness an expected scene of excitement, a grey-bearded gentleman in a frock coat the worse for wear occupied a seat in a gallery. A little after the same individual presented himself at the entrance of the lobby leading to the Chamber of Deputies. "Have you a ticket, monsieur?" inquired the door-keeper. "A ticket! I never thought of that. But if you mention my name to one of the members—" "Your card, monsieur?" "A card! I never had such a thing; but—" and he whispered a word in the ears of the janitor, whereupon the latter beckoned to the policeman in waiting and said to him in low tones:—"Take this fellow quietly to the lock-up of the Chamber; he's a lunatic, and fancies himself to be the Emperor of Brazil!"

"Come this way," said the policeman coaxingly; and the stranger, who thought he was going to the gallery, found himself quickly in a narrow room lighted from a small opening with a long body and little or no legs also presented himself without ticket or card to the same door-keeper, and said he was Don Francis, King of Spain. "Parbleu!" said the door-keeper, again bending confidentially to bespeak the policeman's ear, "these great crises always bring out the madmen; here's another imaginary Sovereign!" The little man was looked up with the other, and the two prisoners eyed each other for a moment. "This is very strange," said the little man. "I am the King of Spain and they won't let me in; who are you?" "I am the Emperor of Brazil," replied the man with the beard. Each believing the other as mad as the March hare, recoiled to the opposite end of the room, and were scanning each other in deadly terror, when the door-keeper, of course, having seen the case and recognised a case of insanity, came in bowing low and saying:—"I beg both your Majesties pardon a thousand times."

A observe in *Le Nord* an account of (what must be confessed) a very gallant enterprise on the part of the Russians against a Turkish ironclad in the harbour of Batoum, which account, since it seems to have escaped the notice of all the compilers of foreign news for the London journals, I herewith translate for you:—"A steamer of the Russian Navigation Company, the *Constantine*, which, though furnished with guns, would have been an easy prey to any single Turkish ironclad, started lately from Sebastopol, and crossing the Black Sea in about 48 hours, arrived at nightfall of the port of Batoum without being observed. Four boats were then lowered and manned, and supplied with torpedoes. All four succeeded in entering the port, and after a certain distance without meeting any resistance, they were challenged. Seeing other that they were not observed, or that they excited no suspicion, one of the boats pulled silently under the stern of a Turkish ironclad, and succeeded in attaching a torpedo under the vessel. Withdrawing then to a short distance the electric circuit was completed, and explosion ought to have taken place. It did not, however, from some cause or another. But the alarm was now given, and the boats were compelled to make the best of their way to the mouth of the harbour under a storm of shot. Two of the boats succeeded in reaching the *Constantine*, which, after waiting in vain as it dared for the two others, made off at full steam for Sebastopol, which it reached in safety. It was supposed at that time that the other two crews were lost—either sunk or captured; but a few days afterwards it was getting out of the port without loss—only being unable to find the *Constantine*, which had been forced to make for Poti, about 60 miles in a direct line to the north. They had no sails, but fortunately for them the sea was smooth, and they reached Poti after forty hours of laborious rowing." This attempt differed widely in its success from that of Lieutenant Schestakoff and Donassoff against the Ottoman monitor in the Danube, but showed at least equal courage. The Russians have not yet ventured to pit their naval strength against that of the Turks, but it is evident that this is not far from audacity among Russian sailors.

The Horse Show at the Agricultural Hall with its tournaments, its charged cavalry, its sensation jumping, and all the usual attractions has been a very good one, that is, in above rather than below the average; and the horse-play better than usual, except yesterday on the occasion of the Prince and Princess of Wales's visit, when nearly everything from some spirit of contradiction refused the fences. Unfortunately the chief fun of the fair was over before the Royal party came—the competition among the ladies for a jumping prize. Mrs. Riddell has for the last two or three years been the leading lady at this business, but last year at the Alexandra Park Show, Miss Wilson, a young lady not more than 18 or 19, the daughter of a farmer in Yorkshire, took the shine out of every one else, and this year at Islington she has done the same, and Mrs. Riddell has rather played second fiddle. Miss Wilson is a most engaging young woman; and mounted yesterday on a dark iron-grey, a horse with a magnificent stride, she took everything—double jump, high jump, and all the rest of it—like a breeze. She is a nice-looking girl, and Mrs. Riddell is also a pretty woman; and I think the feelings of the judges must have been brought into play, for they were a long time over their decision, and then, after giving a prize to every lady, including Miss Millard, Miss Pollard, and others. It was rather a lame and impotent decision, and the recipients of the trophies did not seem altogether pleased. Miss Wilson, however, had unmistakably the sweetest voice of the spectators, who applauded her most vociferously. I do not think these exhibitions can do the ladies any good. Very exciting no doubt, leading your horse over a water-jump amidst tumultuous cheers, but not conducive to the dulness and quietude of home life. Miss Wilson must find a gallop with the hounds on a level with her father's farm attack work after the shunting and enthusiasm of the Agricultural Hall.

Then again there was an infant phenomenon, or something like one, in Master Cox Morgan, aged 8 years, with his pony Kipper, a young gentleman with the most wonderful seat for a child I ever saw. His balance was extraordinary, and as Kipper jumped anything as high as his head we had full opportunities of judging. Mrs.

Cox Morgan, a very proud mother, told me that her "little man," as she called him, had been always in the first flight with the Cottemere in all their good runs this season. He was a wonderful boy certainly, and as his pony was too small to take a prize, they gave a prize to his rider. Well, there he was yesterday in his little boots and breeches and his prize ribbon in his jacket, ready to ride before his future King and Queen, his proud mother, and all his relations and friends you may be sure; and would you believe it, that wretched Kipper turned sulky and would not look at a fence. He refused everything, and the poor boy, who had been the hero of the ring on Monday, now came in for the jeers instead of the cheers of the populace. I really felt for him, and did not dare go near his mother for fear I should find her in tears.

Mrs. Riddell's mare *Stella*, who, two hours previously, had gone over everything like a whirlwind, and blundered before the Prince and Princess as if she were a novice. She very nearly deposited Mrs. Riddell in the water, and altogether, though the thoughtless laughter, the exhibition made the judicious grieve. Nothing would go well. Riders fell off and horses tried to knock down their fences. The horses had got cunning no doubt, and having found out that lullington fences could be knocked down, determined to do it. Then some of them had had such tremendous bucketings during the morning—*Stella* for instance—that it was small wonder they turned rusty in the afternoon. So the Prince and Princess saw nothing but falls and failures, but they seemed amused. They did not, however, and I wondered what the Chinese Ambassadors, and a gentleman in a suit of green satin (one of the Kashgar Envoy's people) thought of it all. They must have put it down to English lunacy.

## MUTINY IN THE BOMBAY GAOL.

On Tuesday forenoon, the native labour-yard of H.M.'s House of Correction presented a scene of considerable alarm, caused by two prisoners of the Rajpoot caste having possessed themselves with weapons—the one a cavalry sword, and the other a sheath knife, which had been left in the round house to be cleaned. They entered the yard, waving it about with full intent to cause mischief and threatened the prisoners; if any of them approached or attempted to disarm them they would cut him down, and also urging them all on to revolt. This outrageous conduct was at once communicated to Capt. Walshe, the Superintendent of the Jail, by Mr. E. Martin, the senior warder, who first witnessed the act, and a vigilance of the jail carried the same intelligence to Mr. Higgins, the Acting Deputy Superintendent, who was then at the jail office. On the information being given, Captain Walshe and Mr. Higgins armed themselves, and in company with some of the European seamen prisoners, who were also armed with swords and cutlasses, went towards the native labour-yard, where the two prisoners were creating a desperate disturbance amongst the prisoners, and urging them on to do mischief. On the appearance of Captain Walshe in the labour-yard, in company with the other Europeans, the native prisoners in the yard, who had hitherto been afraid to approach these two men, became courageous and came forward to assist in capturing the two prisoners. Seeing that their capture was inevitable, the one with the cavalry sword made a rush at Captain Walshe, who, on seeing the villain's intentions, shot him in the hip with his revolver, which caused the man to fall, after which the prisoner was soon overpowered. In the meantime the other man, with a sheath knife, was brought to the ground, and the weapons of both were wrenched out of their hands. The wounded man was conveyed to the jail hospital, where his wound was attended to. The other man was put in a cell by himself and fettered with irons.—*Bombay Gazette.*

## REVIEW OF INDIAN TEA.

SEASON 1876-77.

(The Indian Tea Gazette.)

The actual outcome of the crop 1876 showed a deficiency of 2,000,000 lbs. as compared with the estimate, i.e., 28,000,000 lbs., against 31,000,000 lbs. Of this quantity 27,000,000 lbs. were exported to Great Britain and 2,000,000 lbs. kept for local use. The deficiency was caused by the early setting in of the cold season, which brought the manufacturing of Tea to a close sooner than usual.

The quality of the Indian Tea crop 1876 was, in every respect, superior to former years. Darjeeling and Terai Teas in particular showing marked improvement in quality, and considering this is the chief merit of Indian Tea versus China Tea, planters will do well to persevere with their efforts to produce quality versus quantity. The results of season '76-77 cannot but be highly satisfactory to planters. All throughout the season the demand at the Calcutta public sales was most spirited; extreme prices being paid for all grades and qualities; in truth the demand seemed unlimited and shippers would have taken double the quantity that was offered. Exchange on London ruled 1s. 30 per cent. in favour of planters, which was a handsome profit. Such a favorable state of Exchange may never be seen again. It is more probable that Exchange will return to par before the close of season '77-78.

The size of breaks has been a serious complaint all through the season. The trade in London positively declines to sample small breaks of Indian Tea, and now that the dimensions of the Indian Tea trade have assumed large proportions, it is absolutely necessary for planters in their own interest, to avoid small breaks in future.

Another great source of annoyance and loss to the Tea trade as well as to the shipper and planter is the necessity of re-bulking Tea in the London warehouses. Tea should be bulked and packed once for all in the Tea house before it leaves the garden, and thus avoid the heavy expense and loss incurred in re-bulking in a London warehouse.

Still another great source of annoyance and loss to shippers and the Home trade is short weight and irregular tare of boxes. It is impossible to take actual weight and tare of Tea every time a break changes hands, it is therefore absolutely necessary that the original invoice weight and tare be correct beyond a doubt. Such, however, has not been the case in many instances during the past few years, and planters are hereby urged to give more attention to this important point. The net weight and tare should be branded on each chest and thus obviate suspicion, trouble and loss, while at the same time it would facilitate business to a comfortable degree.

Garden extensions have been carried to a great length during the past three years,

and there is a growing tendency to extend clearance and cultivation still further. It is very questionable if this is a wise policy for the planters to pursue:—1st—If the supply of Indian Tea exceeds the demand, prices will fall; 2nd—Extensions require increased labour, and already the scarcity and price of labour is a serious problem not yet solved; 3rd—It must be kept in view that while the production of Tea is yearly increasing, the consumption has not increased in anything like the same proportion; 4th—The China crop of Tea has not decreased during the past 10 years, while India and Japan alone have added 50,000,000 lbs. annually to the supply for the world's market. Ceylon, Madras, Burma, Singapore and Java have all taken to the cultivation of Tea.

China-Asam-Tea is a new feature in the Tea trade, which at least deserves serious attention. This is quite an unlooked-for competitor for Indian Tea planters, and goes to show that the Chinaman does not intend leaving the field to the Indian Tea planters without a fight for existence. Japan Tea has made as rapid and as wonderful progress as Indian Tea during the past ten years. The annual production has already increased from nothing to 25,000,000 lbs. in a few years, with every prospect of increasing even more rapidly than Indian Tea.

Tea cultivation is making rapid progress in all parts of the East. Ceylon, Madras, Burma, Singapore and Java have all opened out Tea gardens, and it is proved that they all possess a climate adapted for the cultivation of Tea. Even at the Cape and in Natal, Tea gardens have been established, while in South America they talk of growing Tea on a large scale.

Coffee-Tea is likewise a feature in the trade which may develop into a troublesome opponent of Indian Tea. Experiments have been made in Ceylon with not unsatisfactory result.

Consumption of Indian Tea in Great Britain has made astonishing progress during the past few years, as will be seen from the figures annexed. A great deal more can still be done, however, to extend the consumption even more. Every Tea planter and every shareholder in the Indian Tea trade. The public taste in Great Britain has declared in favour of Indian Tea, provided it can be procured free from adulteration with China Tea. This is the enemy that has to be overcome, and the consumption of Indian Tea might be doubled if the British public would only insist on getting pure Indian Tea.

Statistics of Indian Tea during the past Seventeen years.

Year. Crop. Imported into London. Delivered in London. Stock in London.

1860 1,400,000 1,100,000 1,000,000 800,000

1861 1,400,000 1,100,000 1,000,000 800,000

1862 1,400,000 1,100,000 1,000,000 800,000

1863 2,300,000 2,000,000 1,700,000 1,200,000

1864 2,300,000 2,000,000 1,700,000 1,200,000

1865 2,300,000 2,000,000 1,700,000 1,200,000

1866 2,300,000 2,000,000 1,700,000 1,200,000

1867 2,300,000 2,000,000 1,700,000 1,200,000

1868 2,300,000 2,000,000 1,700,000 1,200,000

1869 2,300,000 2,000,000 1,700,000 1,200,000

1870 2,300,000 2,000,000 1,700,000 1,200,000

1871 2,300,000 2,000,000 1,700,000 1,200,000

1872 2,300,000 2,000,000 1,700,000 1,200,000

1873 2,300,000 2,000,000 1,700,000 1,200,000

1874 2,300,000 2,000,000 1,700,000 1,200,000

1875 2,300,000 2,000,000 1,700,000 1,200,000

1876 2,300,000 2,000,000 1,700,000 1,200,000

1877 2,300,000 2,000,000 1,700,000 1,200,000

1878 2,300,000 2,000,000 1,700,000 1,200,000



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Firm.  
Loo Yee, of the Yee On Firm.  
Fong Soy Fung, of the Tung Sang Wo  
Firm.  
Wong Pak Cheung, of the San Tye Lee  
Firm.  
Fung Fong, of the Wy Sing Firm.  
Manager—**HO AMEL.**

**MARINE RISKS** on GOODS, etc., taken  
at CURRENT RATES to AUSTRALIA,  
CALIFORNIA, MANILA, SINGAPORE, BAHAM,  
PENANG, and to all the TRADING PORTS of  
China and Japan.  
HEAD OFFICE, 48, Bonham Street,  
Hongkong, June 1, 1877.

## Insurances.

**THE**  
**NORTH-CHINA INSURANCE CO.**  
SUBSCRIBED CAPITAL—Taels Two Million,  
in 1,000 shares of Taels 2,000 each.  
PAID UP CAPITAL—Taels Five Hundred  
Thousand, or Taels 600 per share.

**PROVISIONAL COMMITTEE.**  
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GUNRAY, Esq. (Messrs David Sasson,  
Sons & Co.)  
JAMES HART, Esq. (Messrs Turner & Co.)  
E. H. LAYERS, Esq. (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq. (Messrs John Forester  
& Co.)  
A. G. WOOD, Esq. (Messrs Gibb, Livingston &  
Co.)

**HEAD OFFICE—SHANGHAI.**  
Secretary—HERBERT S. MORRIS, Esq.  
**BANKERS.**  
HONGKONG & SHANGHAI BANKING CORPORATION.  
**BRANCHES.**  
LONDON (25, Cornhill, E.C.), HONGKONG,  
YOKOHAMA.  
**AGENCIES.**  
At the principal ports in the East and Australian  
Colonies.

**THE** Company will be constituted on  
the 1st January, 1878, as a per-  
manent Marine Insurance Company, to  
carry on the business (established in 1863)  
of the NORTH CHINA INSURANCE COMPANY,  
1878-1877.

A Reserve Fund will be formed of Taels  
400,000, by setting aside a portion of the  
profits at such times and in such sums as  
the Shareholders shall decide.  
The net profits of the Company for each  
year will be divided amongst the Share-  
holders, in the following manner:—  
One-third over the Shares, a portion  
thereof being set aside for the forma-  
tion of a Reserve Fund as above stated.  
Two-thirds as a return to Contributors  
(being Shareholders), in proportion to  
the Premium paid or influenced by them.

A revision of the Share List will take  
place at the end of every three years, and  
for this purpose power will be given to the  
Directors by the Deed of Settlement to  
withdraw all or any of the Shares held by Share-  
holders who have not contributed Premium  
or whose contributions during the preceding  
three years have not been in proportion  
to the number of Shares held.

Shareholders retiring from the Company  
in pursuance of the above regulation, will  
be notified at least three months prior to  
the date fixed for any such revision of the  
Share List, and will have the option of dis-  
posing of their Shares in either of the  
following ways:—

They will be at liberty at any time after  
receipt of notice of withdrawal, and  
prior to the date of revision, to sell  
their Shares to any person approved  
by the Company and accepted as the  
transferee; or

Upon surrendering their scrip certificate  
for cancellation at the time of such  
revision, and pursuant to notice, will  
receive a return of the Capital paid up  
thereon; and so soon after as the  
financial position of the Company up to  
the date of the revision can be ascer-  
tained and the accounts adjusted, they  
shall also receive a pro-rata share of  
the Reserve Fund, if any accumulated,  
together with such proportion of the  
unappropriated profits as may be found  
due to them.

NOTICE IS HEREBY GIVEN, that Applica-  
tions for Shares in the undermentioned  
form will be received at the offices of the  
Company, from residents in China and  
Japan, until the 30th September; from  
London and distant ports until 31st Octo-  
ber next.

**FORM OF APPLICATION FOR**  
**SHARES.**

To the Provisional Committee of the  
NORTH-CHINA INSURANCE COMPANY.  
Gentlemen,

I hereby request that you  
will allot to me ..... Shares in the  
above Company, and ..... agree to  
accept such Shares, or any less number  
you may allot to me, at the first call of Tls. 600 per  
Share, and all subsequent calls, and to  
subscribe the Deed of Settlement when  
required to do so.  
Gentlemen,  
Your obedient servant,

Forms of application for Shares can be  
obtained at the Head-office, or by applica-  
tion to the Agents of the Company.  
Shanghai, June 18, 1877.

**NOTICE.**  
**LONDON & ORIENTAL STEAM**  
**TRANSIT INSURANCE CO.**  
THE BUSINESS of this COMPANY has  
This Day been Transferred to THE  
MARINE INSURANCE CO., of 20, Old  
Broad Street, LONDON.

By Order of the Proprietors,  
**WILLIAM HUNT,**  
Secretary.

137, Leadenhall Street,  
LONDON,  
1st January, 1877.

**THE MARINE INSURANCE CO.**  
20, Old Broad Street,  
LONDON,  
1st January, 1877.

**ESTABLISHED 1866.**  
CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £340,000

WITH Reference to the foregoing Adver-  
tisement THE MARINE INSUR-  
ANCE CO. has This Day taken over the  
Business of the LONDON & ORIENTAL  
STEAM TRANSIT CO., and has Appointed  
Mr. A. McIVER as its AGENT in Hong-  
kong.

By Order of the Board of Directors,  
**ROBERT J. LODGE,**  
Manager.

**THE** Underigned is prepared to Accept  
Risks and Issue Policies on behalf of the  
MARINE INSURANCE CO. by any First Class  
Steamer.

**A. McIVER,**  
Agent of the Marine Insurance Co. of  
London.  
Hongkong, February 19, 1877.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

**AGENCIES** at all the Treaty Ports of  
China, and Japan, and at Singapore,  
Hainan and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

**NO CHARGE FOR POLICY FEE.**  
**JAS. B. COUGHTRE,**  
Secretary.  
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

**CAPITAL—TWO MILLIONS STERLING.**  
**THE** Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Coals in Makhads, on Goods on board  
Vessels, and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
**ARNOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

## ROYAL INSURANCE COMPANY.

**THE** Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

**MELCHERS & Co.,**  
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.  
(LIMITED.)

## NOTICE.

**POLICIES** granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

**OLYPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1875.

QUEEN FIRE INSURANCE  
COMPANY.

**THE** Underigned are prepared to grant  
Policies against FIRE to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current rates, subject to a  
Discount of 20% on the Premium.

**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.  
ESTABLISHED 1809.  
CAPITAL £2,000,000.

**THE** Underigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE to the extent  
of £10,000 on any Building, or on  
Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

**GILMAN & Co.,**  
Agents.  
Hongkong, July 9, 1876.

## THE LONDON ASSURANCE.

**INCORPORATED BY ROYAL CHARTER**  
of  
His Majesty King George The First,  
A. D. 1720.

**THE** Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
**Marine Department.**  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

**Fire Department.**  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

**Life Department.**  
Policies issued for sums not exceeding  
£5,000 at reduced rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY.

**THE** Underigned Agents are in receipt  
of instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of £10,000 on any one first  
class risk, or to the extent of £15,000 on  
adjoining risks at current rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, January 1, 1878.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

**THE** Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

**HOLLIDAY, WISE & Co.**  
Hongkong, October 14, 1868.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the  
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

**Section.**  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.

**Section.**  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Section.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Admiral	5	Broeze	Brit. str.	781	July 15	P. & O. S. N. Co.	Singapore & Bombay	To-morrow
Athol	5	Thomson	Brit. str.	923	July 27	Jardine, Matheson & Co.	Yokohama, Higo, &c.	To-day
Charlton	2	Johnson	Brit. str.	786	July 10	Hop Kee	Cooktown	To-day
City of Peking	4	Barry	Amer. str.	5079	July 19	M. S. S. Co.	Yokohama & S. F. &c.	4th prox.
Dale	3	Thompson	Brit. str.	645	July 21	Xuan Fat Hong	Bangkok	To-day
Douglas	5	Pittman	Brit. str.	864	July 27	Douglas LaPraik & Co.	Coast Ports	2nd prox.
Emmy	...	Blanco	Span. str.	223	June 3	Remedios & Co.	Swatow	Mail's Slip
Emeralda	5	Thebaud	Brit. str.	305	July 30	A. McI. Heaton	Swatow	To-day
Flintshire	4	Thomas	Brit. str.	1243	July 29	A. McI. Heaton	Canton	To-day
Fuyow	4	Orond	Chl. str.	920	July 30	C. M. S. N. Co.		
Golden Horn	4	Alton	Brit. str.	1023	July 28	Wm. Fustan & Co.		
Nelson	5	Staples	Brit. str.	894	July 30	Jardine, Matheson & Co.		
Norma	2	Walker	Brit. str.	608	July 26	Kwok Achong		
Pernambuco	3	Hyde	Brit. str.	645	July 26	Sloman & Co.		
Spartan	4	Cooper	Brit. str.	837	July 26	Jardine, Matheson & Co.		
Stentor	5	White	Brit. str.	1324	July 30	Butterfield & Swire		
W. J. de Vries	4	...	Brit. str.	384	June 4	Hok Moh Leong		
Wacht	...	...	Brit. str.	285	July 29	Landstein & Co.		
Yotung	4	Hawkins	Brit. str.	286	July 30	Kwong Lee Yuen & Co.		
<b>Sailing Vessels</b>								
A. S. Davis	4	Ford	Amer. sh.	1399	June 19	Russell & Co.	San Francisco	
Alphington	3	Cunningham	Brit. bge.	828	July 8	Wielor & Co.	Halphong	
Gales	7	Gales	Brit. bge.	782	July 5	Order		
Athina	4	...	Brit. bge.	1081	July 13	Melchers & Co.		
Bernard	3	...	Fob. bge.	860	July 6	Carlowitz & Co.		
Biggins	4	...	Brit. bge.	970	July 2	Meyer & Co.		
Benefactor	1	Hayden	Amer. bge.	896	July 28	Russell & Co.		
Blings	2	Blings	Ger. bge.	442	July 26	Wielor & Co.		
Blanco Perica	3	Tancredi	Ital. bge.	666	June 23	Landstein & Co.		
Bon Accord	5	Scott	Brit. bge.	398	July 18	Chinese		
Brisbane	4	Hudleston	Brit. bge.	894	July 25	Russell & Co.		
C. W. Oochrans	3	Given	Amer. bge.	1105	July 12	P. & O. S. N. Co.		
Caldew	...	Peterson	Brit. bge.	482	July 8	Russell & Co.		
Canton	2	Kandusen	Slam. sh.	779	June 23	Chinese		
Cheng Boon	2	Oranis	Ger. bge.	373	July 30	Sloman & Co.		
Cheng Sang	2	...	Slam. sh.	200	April 30	Chinese		
Chill	4	Yal	Brit. bge.	284	July 18	Roykin & Co.		
Chocals	3	Kannet	Brit. bge.	300	July 29	Remedios & Co.		
Christiana A. P.	4	Franker	Brit. sh.	898	July 18	Melchers & Co.		
Commissary	3	Nielsen	Dan. sh.	847	July 31	Melchers & Co.		
Doris Brodersen	4	Seward	Brit. bge.	827	July 8	Adamson, Bell & Co.		
Edinburgh Castle	7	Black	Dut. bge.	670	July 6	Landstein & Co.		
Edith Rose	4	Brathwaite	Brit. bge.	496	July 7	Arnold, Karberg & Co.		
Enoch	...	Waterhouse	Amer. bge.	698	July 7	Wm. Fustan & Co.		
F. H. Drows	6	Vornats	Ger. bge.	623	July 17	Order		
F. Staros	4	Gardulo	Ital. bge.	494	July 28	Carlowitz & Co.		
Formosa	2	Hochreuter	Slam. sh.	300	July 11	Chinese		
Fred. P. Litchfield	4	Hyland	Brit. bge.	915	May 29	Russell & Co.		
Friederich	8	Spalding	Amer. bge.	1082	July 1	Meyer & Co.		
Galatea	4	Wulf	Ger. bge.	684	July 19	Wm. Fustan & Co.		
George	2	Jagger	Dut. sh.	1286	July 30	Order		
Geo. Croshaw	8	Steffens	Ger. bge.	789	July 26	Melchers & Co.		
Glamorganshire	3	Iwing	Brit. bge.	658	July 21	Adamson, Bell & Co.		
Golia	2	McEachum	Brit. bge.	458	July 17	Chinese		
Gold Hunter	7	Donitzau	Slam. bge.	530	July 4	Chinese		
Graamers	7	Fremman	Amer. sh.	1200	July 5	Meyer & Co.		
Gryfe	4	Hastings	Brit. bge.	698	July 1	Boraso Co., Limited		
Hannah Law	3	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.		
Haringer	3	Greg	Brit. sh.	1298	April 28	Vogel, Hagedorn & Co.		
Highlander	3	Johnston	Brit. sh.	1806	July 27	Jardine, Matheson & Co.		
Humboldt	3	Hutchinson	Amer. sh.	1352	May 13	Vogel, Hagedorn & Co.		
Idea of the South	7	Leguimanco	Ger. bge.	820	July 18	Edward Schellhaus & Co.		
Jacarta	3	Donnet	Brit. sh.	810	July 30	Russell & Co.		
Jas. S. Stone	2	Chalson	Dut. sh.	810	July 7	Order		
Johanne	8	Weston	Amer. bge.	710	July 2	Order		
Jubilee	9	Moberg	Russ. sh.	1365	July 2	Order		
Kalaw	7	Bunjo	Ger. sh.	758	July 6	Doertjen & Co.		
Kalaw	8	Harris	Brit. sh.	768	July 11	Order		